

## SUMMARY

### The Impact of China-Australia Connections on Australia's Metropolitan Areas 2001-2016

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The purpose of this paper is to explore whether the small changes in relative population size of major metropolitan areas are mirrored in the size of the China links at each city. Over time, the role and vitality of a gateway depend upon the character of trade relationships and the pathways of global connections. A set of new type of global connections can stimulate activity at a new gateway, which could be felt in an expansion in its economic functions and in turn lift its importance as a city within Australia. There is some evidence that Melbourne is making small gains with reference to Sydney in international students, tourism and resident numbers, but the difference remains substantial. One particular role of Melbourne (acknowledged as the nation's leading container terminal) was not expressed in the part it played in the import of Chinese manufactured goods. This could be because Port Botany in Sydney is expanding its role, or because some of the imports move by air freight and Sydney airport is the major freight gateway to Australia. These trends suggest that connections with China maybe contributing to some change in the roles that Sydney and Melbourne play within Australia. Another aspect of interest to this paper is the relative position of Brisbane and Perth. Overall it seems Brisbane has experienced a stronger role in the links analysed here, apart from the effect of mining industry on Western Australia and Perth. This is probably linked to the "east coast bias" that was detected in some previous research on connections to China and is expressed in student numbers, tourists and air passengers. It seems Brisbane's role in the nations has been reinforced by its China links.